AMENDMENTS TO THE SPECIFICATION

On page two, please amend the paragraph starting on line 13 as follows:

The clutch housing 311 is moved by the pressing, and the clutch ~~plat~~ plate 309 is engaged between the pressure plate 307 and the clutch housing 311 so moved. A torque transmission from the crankshaft 303 to the output shaft 305 side via the clutch plate 309 is implemented by the engagement (for example, refer to JP-A-06-264978).

On page 2, please amend the paragraph starting on line 19 as follows:

In the aforesaid construction, however, since the pressure plate 307, the clutch plate 309, the clutch housing 311, the presser ring 315, the cam mechanism having the ball 321 and the support ring 319 are disposed in series in the direction along the axis of rotation, it is difficult to make the torque transmission apparatus compact in the direction along the axis of rotation. In addition, as the friction radius of the clutch plate 309 increases, the torque transmission apparatus is forced to increase[[s]] in size in a direction along a rotating radius. Thus, it has been difficult to make the increase in friction radius compatible with the suppression of increase in overall size of the apparatus.

On page 3, please amend the paragraph starting on line 11 as follows:

With a view to attaining the object, according to the invention, there is provided a torque transmission apparatus comprising: a casing; a first rotational member disposed in the casing; a second rotational member disposed relatively rotatable to the first rotational member; a frictional engagement portion provided between the first and second rotational members for transmitting torque according to an engaging force; a pressurizing member, including [[a]] first and [[a]] second members relatively rotatable to each other, that produces a thrust through relative

rotation between the first and the second members for bringing the frictional engagement portion into friction engagement; and a actuator supported on the casing for rotationally driving at least one of the first and second members to generate the relative rotation.

On page 4, please amend the paragraph starting on line 21 as follows:

Further it is ~~mote~~ more preferable that the torque transmission apparatus further comprises a driving member, connecting at one side to the actuator and at the other side to one of the first and second members of the pressurizing member, arranged to step over the first and second rotational members.

On page 5, please amend the paragraph starting on line 16 as follows:

Further, it is ~~mote~~ more preferable that, in the torque transmission apparatus, the cancellation portion includes a cam surface.

On page 7, please amend the paragraph starting on line 15 as follows:

According to the invention, since the torque transmission apparatus comprises a casing; a first rotational member disposed in the casing; a second rotational member disposed relatively rotatable to the first rotational member; a frictional engagement portion provided between the first and second rotational members for transmitting torque according to an engaging force; a pressurizing member, including [[a]] first and [[a]] second members relatively rotatable to each other, that produces a thrust through relative rotation between the first and the second members for bringing the frictional engagement portion into friction engagement; and a actuator supported on the casing for rotationally driving at least one of the first and second members to generate the relative rotation, when at least one of the pressurizing member is driven to rotate by the actuator, there occurs relative rotation between the first and second members to thereby produce a thrust, thereby making it possible to bring the frictional engagement portion into frictional engagement.

Consequently, the transmission of torque can be engaged or disengaged between the first rotational member and the second rotational member.

On page 20, please amend the paragraph starting on line 23 as follows:

A splined portion 69 is provided on an inner surface of the engaging circumferential wall 65. Engaging grooves 71 are provided circumferentially at predetermined intervals in an outer circumferential surface [[o]] of the engaging circumferential wall 65. A plurality of through holes are formed in the engaging circumferential wall 65 in such a manner as to penetrate therethrough in the rotating radius direction, so that a lubricating oil is allowed to pass between an inner circumferential side and an outer circumferential side of the engaging circumferential wall 65.

On page 24, please amend the paragraph starting on line 22 as follows:

The other boss portion 95 of the clutch housing 57 is supported on the boss portion 103 on the clutch hub 57 side via bearings ~~112~~ 113 in such a manner as to rotate relative to the boss portion 103. A seal 115 is interposed between the boss portion 95 and the casing 51. A distal end of the connecting body 96 of the boss portion 95 fits on an end portion of a crankshaft 118 in such a manner as to rotate relatively. A damper 120 meshes with the connecting body 96 a tone end thereof. The damper 120 connects to the crankshaft 118 at the other end thereof.

On page 26, please amend the paragraph starting on line 24 as follows:

An engagement portion 150 is provided on an outer circumferential surface of the member 139 and is locked relative to the rotating direction on a locking portion 152 of the pump housing 111. A back side of the member 139 is supported on a stopper ring 149 via needle bearings 147, and the stopper ring 149 is positioned at the boss portion 75 in the direction along the axis of rotation by a snap ring 151. The ~~needling~~ needle bearings 147 correspond in position

to the oil holes 85, which are one of the arrays of oil holes arranged circumferentially, around an outer circumference of the boss portion 75.